

What is claimed is:

1. A device for controlling an electrically-operated holding magnet of a parking lock of a motor vehicle transmission, the holding magnet being supplied with power via a transmission control resettable to a basic setting and for holding the parking lock in a disengaged state, the device comprising:
 - an apparatus for bridging a reset operation of the transmission control, the apparatus maintaining a power supply of the holding magnet during the reset operation.
2. The device as recited in claim 1 wherein the apparatus interrupts the power supply of the holding magnet as a function of a condition indicating that the parking lock is to be engaged.
3. The device as recited in claim 1 wherein the apparatus has a reset-delayed timing relay, the reset delay time being settable as a function of the reset time and maintaining the power supply of the holding magnet during the reset operation.
4. The device as recited in claim 1 wherein the apparatus has an electric circuit including an electric energy storer, an energy output of the energy storer maintaining the power supply of the holding magnet during the reset operation.
5. The device as recited in claim 4 wherein the electric energy storer is a capacitor.
6. The device as recited in claim 1 wherein the apparatus has a relay or a transistor energized as a function of a condition that indicates that the parking lock is to be engaged, thus interrupting an energy supply circuit of the holding magnet.
7. An electric circuit comprising:
 - a voltage source;
 - an electrically-operated holding magnet;

a microcontroller;

a transistor; and

a capacitor;

the microcontroller controlling the transistor so that the transistor connects a supply current of the holding magnet through and, in the event of a reset of the circuit, the capacitor maintains the switching state of the transistor during the reset in an unchanged manner.

8. The electric circuit as recited in claim 7 further comprising an optocoupler controlled by the transistor connecting the supply current of the holding magnet through and, in the event of a reset of the circuit, the capacitor maintaining the switching state of the transistor and the optocoupler during the reset in the unchanged manner.

9. The electric circuit as recited in claim 7 further comprising a diode preventing discharging of the capacitor via the microcontroller.

10. The electric circuit as recited in claim 7 further comprising a resistor upstream from the capacitor for limiting the charge current of the capacitor.

11. A device for controlling an electrically-operated holding magnet of a parking lock of a motor vehicle transmission, the device comprising an electric circuit, the electric circuit including:

a voltage source;

an electrically-operated holding magnet for holding the parking lock in a disengaged state;

a microcontroller, the holding magnet being supplied with power from the voltage source via the microcontroller, the microcontroller being resettable to a basic setting;

a transistor; and

a capacitor;

the microcontroller controlling the transistor so that the transistor connects a supply current of the holding magnet through and, in the event of a reset of the circuit, the

capacitor maintains the switching state of the transistor during the reset in an unchanged manner.

12. A motor vehicle transmission comprising a parking lock and a device as recited in claim 1.

13. A motor vehicle transmission comprising a parking lock and a device as recited in claim 11.

14. A method for controlling an electrically-operated holding magnet of a parking lock of a motor vehicle transmission, the holding magnet being supplied with power via a transmission control resettable to a basic setting and for holding the parking lock in a disengaged state, the method comprising the step of:

maintaining the power supply of the holding magnet during a reset of the transmission control.

15. The method as recited in claim 14 further comprising interrupting the power supply of the holding magnet as a function of a condition indicating that the parking lock is to be engaged.

16. The method as recited in claim 15 wherein the condition represents an intent of a driver for the parking lock to be engaged, the condition being met by an action triggered by the driver.